

Central Intelligence Agency

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Washington, D.C. 20505

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FILE: 45-8

3 APR 1984

The Honorable Frank R. Wolf
Committee on Public Works
and Transportation
House of Representatives
Washington, D.C. 20515

Dear Mr. Wolf:

Thank you for your letter of 20 March 1984. We too are encouraged by the progress that has been made in addressing everyone's concerns with regard to local road improvements. While there may still be a distance to go in reaching a final decision on the exact road designs to be implemented, the cooperation displayed by the members of our Traffic Advisory Committee has given us hope to believe that reasonable designs will soon be completed.

Your thought of adding an additional lane on I-495 between Route 193 and the George Washington Memorial Parkway (GWMP) is appreciated. We had discussed this concept previously with Mr. Lamb of the Federal Highway Administration, who also saw merit in the additional lane. Since then, the analysis prepared by Dewberry and Davis has dealt with the problems associated with the Parkway/I-495 interchange. Their conclusion is that, for the horizon year 2005, congestion on I-495 will be so severe that no reasonable improvement to the interchange will improve the capacity of the Parkway.

Prompted by your letter, we have asked Dewberry and Davis to comment on the benefits of adding the additional lane now to provide relief to the Parkway for the shorter term while I-495 capacity is still available. Their assessment is that the current a.m. backups that would be addressed by this widening will be dissipated by the widening of Cabin John Bridge to four lanes.

This assessment gives us optimism for traffic flow during the early years of our expanded operation. The bridge widening promises to provide the incentive we have been looking for to draw more of our employees to the GWMP and away from Routes 123 and 193.

Rest assured that we are continually looking for ideas that will help us respond to the community desire to divert CIA traffic to the Parkway. We continue to investigate all avenues, including design of an effective visitor center for the Parkway entrance.

Sincerely,

Harry E. Fitzwater

Harry E. Fitzwater
Deputy Director
for
Administration

OL 2038-84

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COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
RICHMOND, 23219

April 16, 1984

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DEPUTY COMMISSIONER

J. M. WRAY, JR.
CHIEF ENGINEER

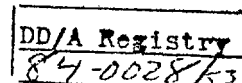
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Route 193 - Fairfax County
Request for Improvements

Mr. Harry E. Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, D. C. 20505

Dear Mr. Fitzwater:

Thank you for your letter of March 30, 1984, requesting improvements along Route 193 (Georgetown Pike) between Route 495 and Route 123.

We have been studying for some time the entire Route 193 corridor and have in our current Six-Year Improvement Program two safety improvement projects on Route 193 that will lower vertical curves and provide signalization at the intersections of Route 717 (Utterback Store Road) and Route 683 (Leigh Mill Road). While these proposed improvements are west of Route 495, they will require considerable funding and we plan to proceed to advertise for construction bids by the Spring of 1985.

East of Route 495, we have identified two additional locations for safety improvements. The first improvement will be to widen the pavement and improve the vertical alignment just west of Route 123, and the other will improve the vertical alignment at Route 1049 (Mackall Avenue). We are in the process of the annual update of the Six-Year Improvement Program and, subject to the Highway and Transportation Commission's approval, we hope to add both of these improvements to the program.

As you are probably aware, this Department, at the request of the CIA, is currently working on a study to identify the improvements needed to accommodate the additional traffic anticipated due to the expansion of the CIA facilities. These studies are being monitored by the CIA Traffic Advisory Committee whose members represent, in addition to the Department and CIA, the McLean Citizens Association, Fairfax County,

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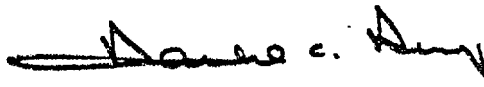
Mr. Harry E. Fitzwater
April 16, 1984
Page 2

the National Park Service, and the National Capital Planning Commission. Of course, the CIA will hold meetings with the citizens in the area to discuss the proposed improvements once the study is complete.

You may be assured that your letter will be considered and made a part of the permanent record of the proceedings of the preallocation hearing held on April 13.

Your interest in these highway improvements is appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to read "Harold C. King", written over a horizontal line.

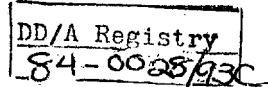
Harold C. King, Commissioner

CC: Mr. T. Eugene Smith

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Washington, D.C. 20505



18 SEP 1984

Mr. Harold C. King
Commissioner
Virginia Department of Highways
and Transportation
Richmond, Virginia 23219

Dear Mr. King:

This letter is in response to your letter of 5 September 1984.

I would like to review our last discussion regarding improvements to the I-495 and George Washington Memorial Parkway eastbound interchange as a way of qualifying the conditions under which we are prepared to proceed with the proposed improvements. As we pointed out, studies done for our CIA project did not disclose any capacity problems on the eastbound Parkway ramp because the study demonstrated that backups on I-495 caused by the lane drop at Cabin John Bridge effectively throttle traffic attempting access to the eastbound Parkway.

Since our interest lies in improving access to the Parkway for our employees, we asked if there would be a way to add laneage that would permit vehicles bound for the Parkway to bypass the major portion of the Cabin John backup. The suggestion from your staff was to undertake the proposed widening and lengthening of the eastbound Parkway ramp.

Implicit in these discussions was the mutual understanding that we were discussing an investment of some limited value. The widening of I-495 to four lanes across Cabin John Bridge to Maryland Route 190 will substantially reduce the current I-495 congestion. The uncertainty remains as to when this congestion will ease. If we are able to significantly improve access to the eastbound Parkway for a period of several years or more, then we plan to pursue funding for the project.

On the assumption that the project has merit, it is requested that an agreement for this project be drafted. To assist us in defending this

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Mr. Harold C. King

expenditure of Federal funds, it is requested that the agreement contain provisions for a preliminary traffic study to define the level of improvement obtained and an estimate of the beneficial life of the proposed improvement. Our decision to proceed with design and construction will be based on the results of this study.

Sincerely,

Harry E. Fitzwater

Harry E. Fitzwater
Deputy Director
for
Administration

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OL/NBPO [] i1/ [] 12 Sep 84)
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